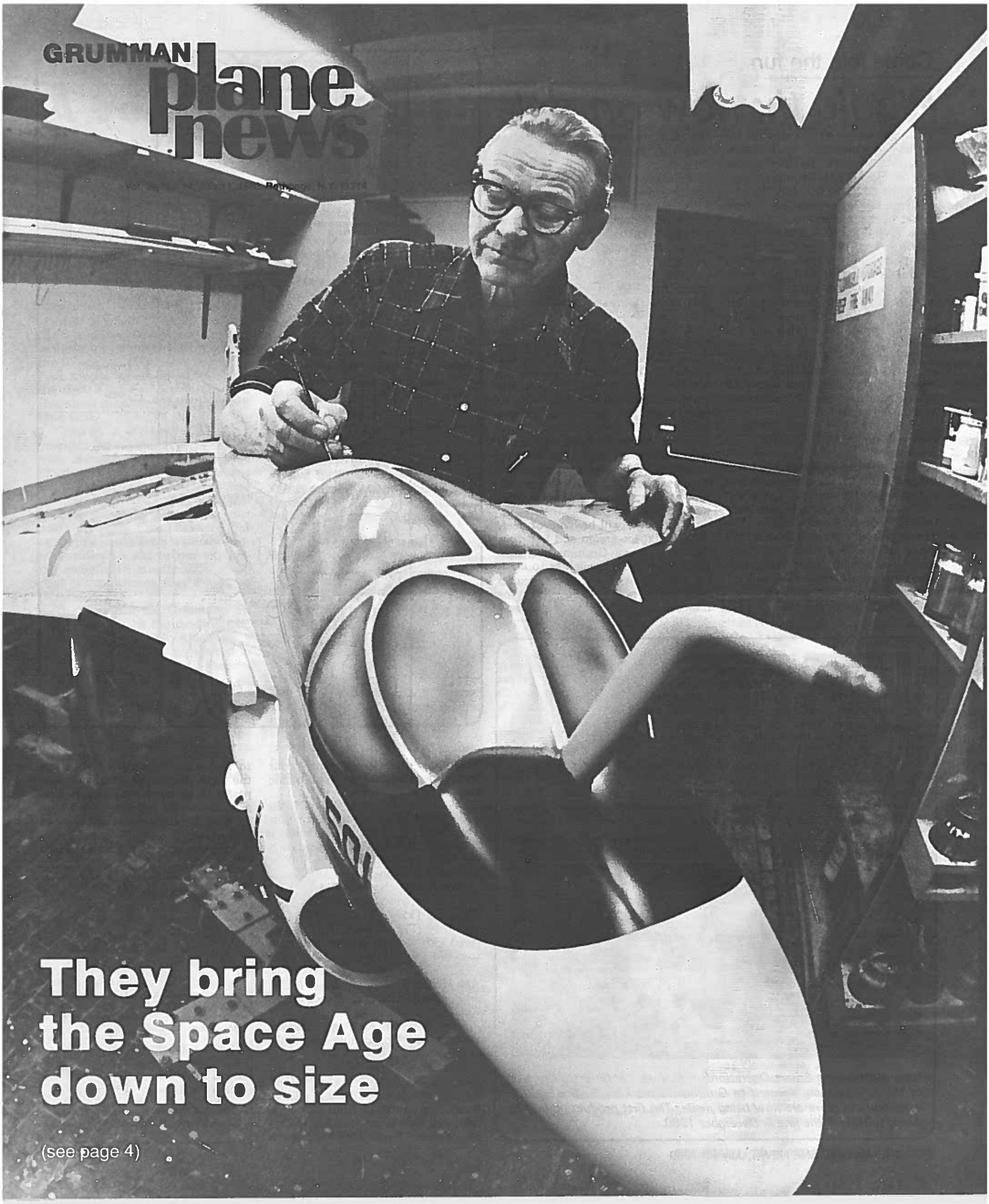
GRUMMAN
plane news



They bring the Space Age down to size

(see page 4)

Come join the fun

Picnic tix now on sale

Things are really shaping up for big day at Calverton, when Grummanites and their families gather for the 39th Annual Grumman Family Picnic on Saturday, July 26.

Picnic tables are painted . . . carrousel horses mounted. . .train engines finely tuned. . .athletic fields manicured.

If your family plans to attend this annual event, you have two more weeks to purchase tickets. Grummanites and family members living under the same roof are invited to attend. Singles may bring along a date.

Tickets are on sale at all Employee Services offices and they are still only $3 per person. Kids under 12 will be admitted free. *No tickets will be sold at the gate.*

Plenty to do

Food and beverages will be plentiful and a full schedule of games and entertainment is on tap. There will be dancing and sporting events, softball and kiddie boxing bouts. The picnic ground's rides will be in full swing as the tilt-a-whirl, merry-go-round, caterpillar, boat rides, railroads and mini-ferris wheel will delight children of all ages.

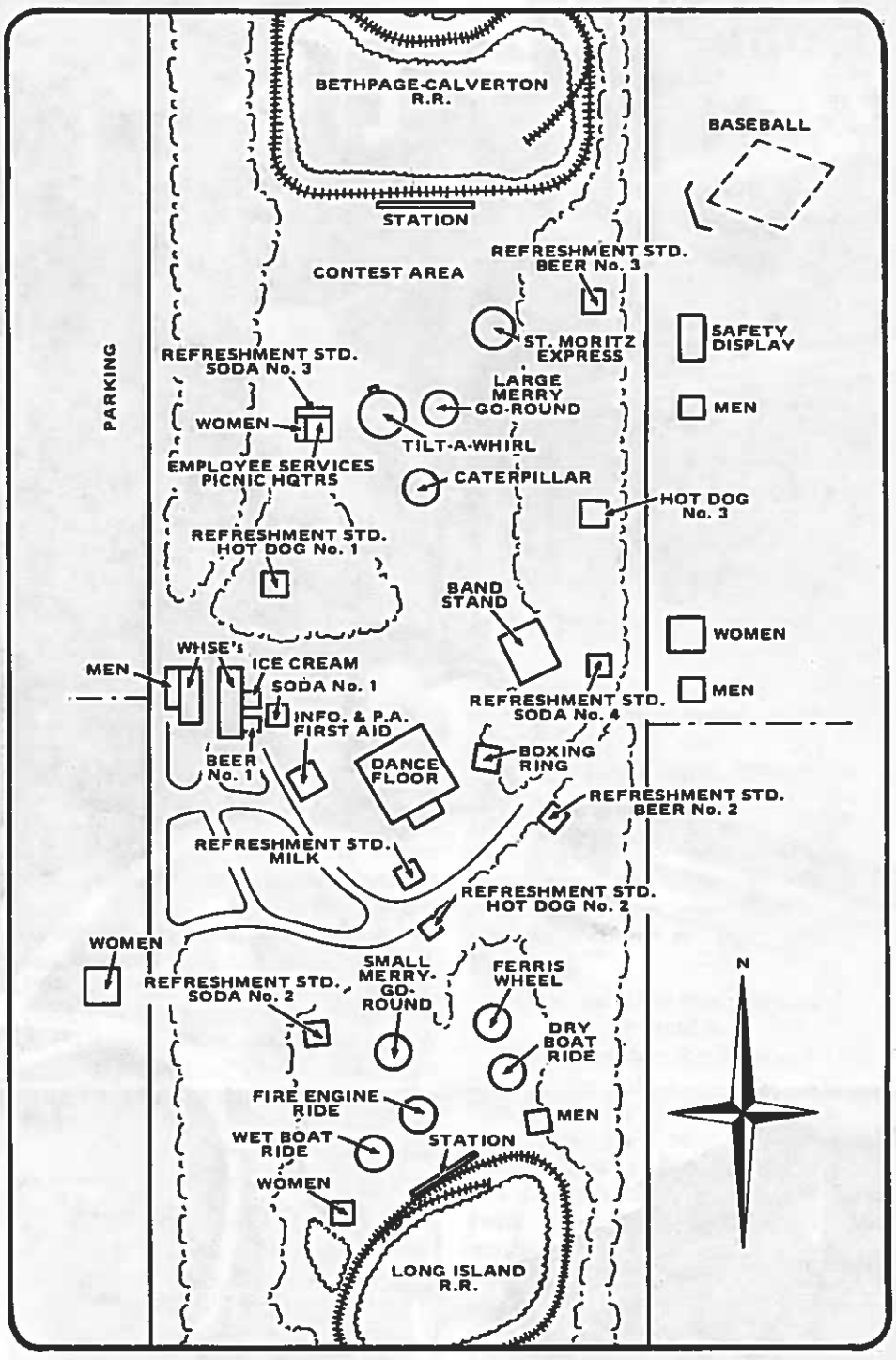
Although the gates open at 8 a.m., the family event officially begins with the flag raising ceremonies at 10 a.m.

Following that ceremony, various sporting events and games, such as 30-yard potato sack races, wheelbarrow races, egg throwing contests and pick-up softball and basketball games, will test the athletic skills of young and old. The Grumman Employees Band will furnish dance music from 10:30 a.m. to 2 p.m., take a short break, then play until 4:45 p.m.

At noon, there will be the traditional kiddie show, featuring magicians, clowns, and animal acts. Immediately following that show is the kiddie boxing bouts. Fill-out the form on this page if you wish to have your son participate in this action.

Don't forget to hold onto your ticket stubs. At 2:30, the drawing of prizes — tv sets and large and small appliances — will begin. ES reps will announce the lucky winners of over 100 prizes.

While there will be loads of beer, soda, milk, ice cream and hot dogs supplied, many Grummanites also bring their own specialties to cook on their grills. It's a good idea to take along a few lawn chairs for lounging, a tablecloth, cooler, and cups and pitchers to carry your beer and soda back to your picnic site.



If it should rain on July 26, the picnic will be rescheduled for Sunday, July 27. If a postponement is necessary, it will be announced early Saturday morning over the following radio stations:

WBAB, Babylon (FM 102.3); WNYG, Babylon (1440 AM);WGBB, Freeport (1240 AM); WLIR, Garden City (FM 92.3); WHLI, Hempstead (1100 AM); WGSM, Huntington (740 AM); WLIX, Islip (540 AM); WALK, Patchogue (FM 97.5, AM 1370); WRIV, Riverhead (1390 AM); and WLGN, Sag Harbor (1600 AM).

You can also find out about a postponement by calling LR5-3391 or LR5-3895.

Directions to the Calverton picnic grounds are: Take the Long Island Expressway to exit 69, Wading River Road, head north to Route 25, turn right and follow signs; or LIE to exit 68, William Floyd Parkway, north to Route 25, turn right and follow the signs. From the east, you may prefer to go north on Edwards Avenue, Route 71 off the LIE. Route 71 goes directly to the facility, then follow the signs.

Remember to pick up your tickets today.

New addition. *At Stuart Operations in Florida, the finishing touches of the new building devoted to Grumman's work on the Boeing 767 wing box structure are now being made. The first production unit is slated to roll off the line in December 1980.*

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Associate Editors
Kathy Housley ext. 3293
Norine Lyons ext. 5119
John Vosilla ext. 5118

Editorial Assistant
Clare Byrne ext. 8999

Grumman St. Augustine:

'A venture that builds on our strengths'

It's the oldest city in the United States. It has palm trees, gentle breezes from the coast, narrow winding streets, and now, it has Grumman.

Grumman St. Augustine Corporation will be a new, wholly-owned subsidiary of Grumman Aerospace Corporation. Its business will be aircraft overhaul and modification, and it is an important element in Grumman's long-term business strategy.

After a year-long search for the right location, Grumman signed a preliminary purchase agreement for the 57-acre St. Augustine Industrial Park several weeks ago. Closing on the deal is set for September, and Grumman plans to move in shortly after that.

"There's a growing market for overhaul and repair," says Grumman Aerospace President George Skurla, "an increasing government emphasis on operational readiness and the upgrading of existing aircraft assets. Many of these are our own products. We foresee that this work could form a steady flow of business to add to our expanding commercial modification work. And it's a venture that builds on our strengths."

The first job for Grumman St. Augustine will be the modification work on the HU-16 Albatross, a program that will be transferred in from Grumman's Stuart, Florida, facility.

Under contract to Resorts International, Inc., the company will update the HU-16 amphibian into its commercial configuration, the G-111. Grumman will modify a total of 14 Albatrosses for the firm.

Plans now call for approximately 100 people — local hires — to staff the St. Augustine facility by late 1981, doubling that by 1982. Employment levels at Stuart, about 900 people, will not be affected.

Commenting on the move, Bob Miller, Vice President-Corporate Development, says, "Expanding our aircraft modification capability strengthens our business base in several ways. It signals to our military customers as well as overseas users of our products that Grumman is ready and able to support its products and optimize their effectiveness throughout their entire life cycle. And it shows that we're taking effective steps to alleviate the universal problem of rising costs.

"It's an area where we already have credibility; we're dealing with products we know and work we know how to do. Once we're geared up for business and the Albatross line is moving well, we'll look more aggressively for opportunities in military and general aviation," says Miller.

Miller notes that some types of rework — the A6-E TRAM installation, or the EA-6B ICAP weapon system upgrades, for example — require the high technology and the kind of capabilities available in Bethpage and Calverton. The new facility will have only skeletal engineering resources.

"It's a good place to do business ....."

Getting acquainted. *GAC Vice President-Corporate Affairs Bob Miller shows members of the St. Augustine Airport Authority pictures of the HU-16 Albatross. The plane will be modified to the G-111 configuration by Grumman St. Augustine. (ST. AUGUSTINE RECORD photo by Jim Lane)*

"Grumman St. Augustine is being set up as a place where we can do airframe overhaul and rework for a competitive price, says Miller. It won't take work away from Bethpage, but rather will make it possible for us to compete for jobs that we would otherwise have lost. The high technology work will continue to be done up here — engineering, prototyping, and testing."

Why St. Augustine?

"For our needs, it's a good place to do business," Miller observes. "It has the people, the climate, and the kind of space we need for this type of work."

Until 1976, the site had been owned by Fairchild Industries, which also had used it as a rework facility.

"The property has several buildings in good repair that Grumman will modify and improve," says Art Wiegand of Business Operations. "There will also be new construction to provide more high and low bay space."

Adjacent to the site is the St. Augustine Airport, which has one 8,000-foot runway and two shorter ones as well as a 50-foot wide seaplane ramp. Flying conditions are close to ideal: daytime visual flight rule conditions prevail 95 percent of the time.

"But more than just the weather is right when we talk about the favorable business climate in St. Augustine," Miller adds. "It's a solid, quiet, residential community . . .philosophically a good match for our company. That was a very important consideration."

Studies done by Grumman and the St. Augustine Chamber of Commerce point up a good labor supply, too. According to Tom Lowe of Business Analysis, "There are large numbers of qualified mechanics in the area available for aerospace employment. Other manpower resources include NAS Jacksonville and NAS Cecil Field, both about 35 miles away from St. Augustine."

For this reason, the company plans to transfer only a very small cadre of key personnel to manage Grumman St. Augustine; the rest will be hired from the immediate area.

Welcoming Grumman to the community, Gregory Baker, president of the St. Augustine Chamber of Commerce, said, "For too long our greatest export in this county has been our young people. We are at long last turning that tide by providing them with good jobs here at home."

View from the top. *This aerial shot shows the St. Augustine Airport with its 8,000-foot runway, and the 57-acre industrial park.*

MODEL SHOP

These aren't toymakers at their trade. The Model Shop's 42 technicians have an impact on the wind tunnel performance of the prototypes of Grumman products.

"You can't hire these skills," says Model Shop Foreman Fred Kokoska. "Around here, the average experience is 15 to 20 years."

People who have hands like surgeons to carve clay and wood to exact tolerances, to hand mill a two-inch engine inlet for supersonic test, must be more than experienced.

"Model technicians have to be able to visualize," Gene Toscano, group head of Model Design, says.

Fred Berlenbach, assistant foreman of the metal model shop says, "You get blueprints, but the technician has to decide how to do the job; we make our own tooling. Any machinist would love to work here."

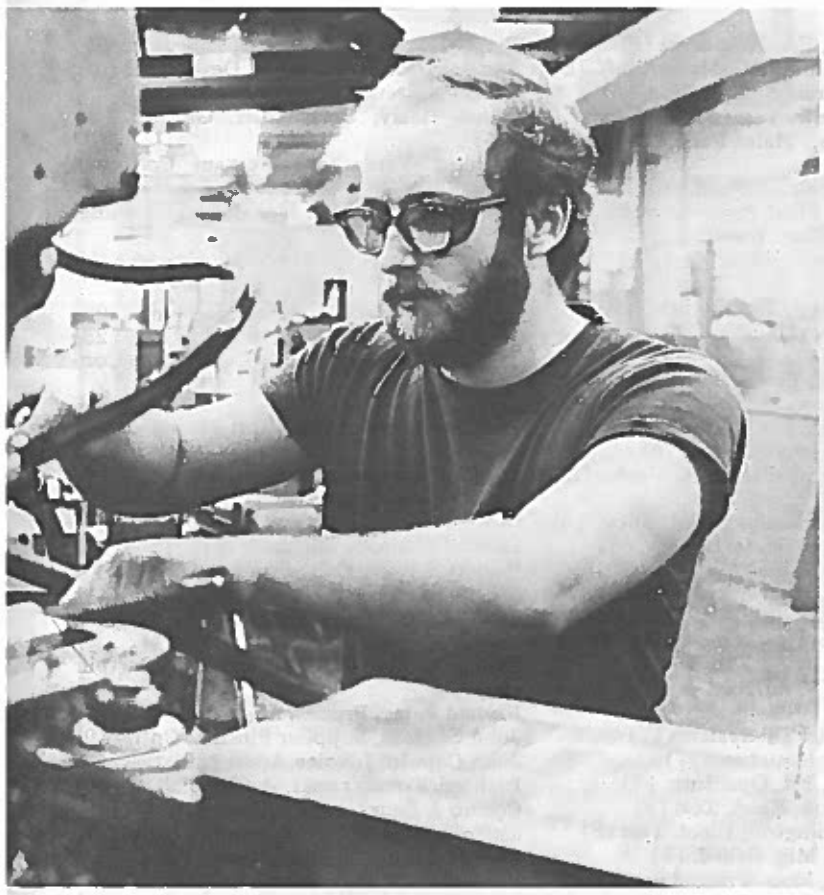
So might a sculptor. Metal models start life in clay and wood shaped by hand by the technicians. Castings are made of fiberglass to transfer dimensions, and fiberglass models are also used for low-speed wind tunnel testing.

"Then, there are the 'Cadillacs' of models." Wood Shop Assistant Foreman Paul Bach points to a five-foot long EA-6B hanging from the ceiling, then reaches up and shakes it.

The plane quivers.

"It's equivalent to a real plane in torsion, mechanical behavior; it reacts to vibrations just the way the real one would in flight." Grumman had it insured for $800,000.

"It took us five years to build that."



Fine touch. *Be they for display or for testing, models built in the Plant 5 shop, one of the few in-house shops in the industry, are created by skilled hands guided by experienced eyes. Here are a few of the 42 model technicians plying their craft (clockwise, from upper left): Gene DiSernia, who has been a Grumman model technician for 17 years; Andy Lehmann, a Grummanite for a little over a year, one of the newcomers who has the talent; Bill Kennard, working on part of the forward swept wing model, has been a model technician since 1956; Walter Milani did aerospace research testing at NYU for 30 years before coming to Grumman; Ludwig Schaefer, here in the world of the forward swept wing, has been a modeler since 1966; Al Olsen, whom you saw on the cover with the huge A-6E model, is a 22 year Grummanite; Ken Wendel joined the company 21 years ago as a machinist, and has been a model technician for 15. (Cover by Bob Settles; photos on pages 4 and 5 by Rich Brennig, Ken Johnson and Bob Settles.)*

service milestones

Because of the large number of service milestones in the last issue of PLANE NEWS, the following anniversaries were saved for this one. Congratulations to all who celebrate 20 and 15 years with the company.

20

August Hunka, Sub-Assy (1)
Robert Wuestefeld, Welding Group (2)
Raymond Sears, Cutter Grinder (2)
Mario Vela, Det. Pts. Plnng (2)
Elizabeth Marsh, Parts Paint (3)
William McCormick, Assemblies (3)
Alexander Raeburn, Prod. Cntl-Parts Control (5)
George A. Emilio, ILS Prod. Supp. Mgmt (5)
John Hartung, Ops. Anal. (5)
Dolores M. Nicoli, Executive Staff (5)
Rocco Lomurro, Measurement Standards (6)
Nicholas Stoia, Avionics Dev. (7)
Arthur Boklak, Maint-Rearrangement (12)
Dominick Grisanzio, ILS Pubs. Proj. Mgmt (15)
William Biedrzycki, Plant Protection (18)
Richard Lebitz, Radar (25)
Allan R. Garnjost, Electromechanical Des. (25)
Edward Norman, Navig. & Control Equip. Des. (25)
Seymour Absatz, Software Anal & Des. (25)
Donald Moyer, Adv. Syst. Tech Mgt/Staff (25)
Joseph Lapenna, ILS Training Sys. Eng. (31)
Helen Rzeszut, Food Service (35)
John Klafin Jr., Guid & Cont. Sys. Inte. (35)
Maria DeGenova, Secretarial Serv. (35)
Robert Santoro Jr., Life Sciences (39)
Ethel Gallagher, PPO E.W. (40)
Alfred Adams, A/C Sys. Serv. (81)

15

Salvatore Tranchina, Sub-Assy Major (1)
Thomas Guadarrama, Fuselage Assy (1)
Edward Lamb, Fuselage Joining (1)
Herman A. Bigelow, Prod. Cntl-Parts Control (1)
Edward Ratcliff, Stockrooms (1)
Michael J. Masica Jr., ILS Mech. Eng. Mgt. (1)
Marvin Mitteldorf, ILS Tech Services (1)
Irwin Fishberg, ILS Sys. Tech. Proj. Mgt. (1)
Stanley A. Lane, ILS Reqt. Def. (1)
Cosimo J. Palazzo, ILS Reqt. Def. (1)
Chester Reitzel, ILS Elect. Eng. (1)
Vincent J. Maietta, ILS Elect. Eng. (1)
Manfred Becker, Operations (1)
George Quarles, Alodine (2)
Joseph Renderio, Heat Treat (2)
Carmine Albano, Tanks & Ducts (2)
George Mancuso, Sub Assy (2)
Peter Bouros, Sub Assy (2)
Harry Hopkins, Ctr. Sect-Sub Assy (2)
Ernani Muro, Wing Inner Panel & Combo (2)
Herman Wilson, Hydraulics (2)
Walter Golde, Avionics Inst. (2)
Harold Smith, Propulsion Test (2)
Robert Schmidt, Invent. Control (2)
Frank Minicozzi, Invent. Control (2)
Abraham Davis, Prod. Avionics-Mgmt/Staff (2)
John Zaccaria, Prod. Avionics-Mgmt/Staff (2)
John J. Steffens, Assy Method & Plnng (2)
Alice Richardson, Assy Method & Plnng (2)
Theodore DeSilva Jr., Assy Method & Plnng (2)
Frank S. Vasques, Business Mgt. (2)
Harold R. Johnsen, Business Mgt. (2)
Dennis W. Banks, Mfg. Sys/Doc. (2)
Alfred Chernick, Jigs & Fixtures (2)
Jerry Alchus, Jig Details & Sub-Assy (2)
Adam Wolynski, Jig Details & Sub-Assy (2)
Harry Gourdine, Cutter Grinder (2)
Hans Forsch, M & Me. Mgt/Staff (2)
Donald E. Murphy, Composites & Adhesives (2)
Charles Biegler, Trans-Ops (2)
Ormrod Lofthouse, Maint-Rearrangement (2)
John Billone, Mach. Eng. (2)
Gordon Nelling, Insp-Tooling (2)
Joseph Gambino, Conv. Mach. (3)
Thomas DiBenedetto, Conv. Mach. (3)
Robert McKenna, Alodine (3)
Salvatore Orlando, Assemblies (3)
Richard Owsinski, HoneyComb Pre. (3)
Joseph Jones, Mach. Oper-Tech Serv. (3)
Robert Dippel, Mach. Oper-Tech Serv. (3)
Anthony Bruno, Mach. Oper-Parts Ctl. (3)
Frank Dziedziula, Qual. Eng. Prod. Supp. (3)
Arthur W. Skillman, Elect. Test (4)
Fred E. Hoelle, Elect. Test (4)
Robert Barrington, FTT Sys. (4)
Donald Mereness, Instr. Test (5)
Rocco Poma, Instr. Test (5)
Joseph Dussel, Avionics Inst. (5)
Bruce Kohler, Avionics Test (5)
Vincent A. Zammataro, Supp. Equip. Prod. (5)
Rupert M. Smith, Supp. Equip. Prod. (5)
John Lopopolo, Pl. 14/26 — Inst. Mgmt/Staff (5)
Andrew Dubas, Assy Method & Plnng. (5)
Michael Waglione, Stockrooms (5)
Edwin Dowse, ILS Digital Eng. (5)
Paul Cavanagh, ILS Digital Eng. (5)
Frederick J. Deininger Jr., Maint-Rearrangement (5)
Stanley E. Nosek Sr., Maint-Rearrangement (5)
Frank Halfen, Struct. Des. (5)
Edward Weiss, Struct. Des. (5)
Philip Kleisler, Struct. Test (5)
Thomas Woerter, Performance (5)
Warren Weinstein, Navig & Control Equip. Des. (5)
Richard Nappi, Operations (5)
Rosario Negri, Advanced Aircraft Sys. (5)
Edward Abele, A/C Sys. Serv. (5)
James T. Rigney, Corp. Contracts (5)
Charles Moscato, Est. Resources (5)
Robert McGuckin, PDC Mgmt/Staff (5)
Frank Dogaer, Training Sys. Prog. (5)
John Stewart, Instr. Test (5)
Newman Savage, Maint-Facil. Equip & Gen. (6)
Frank Austria, Instruct/Anal. (6)
William Moesch, Plant Protection (6)
Alex J. Hynna, Elect. Install. (6)
Raymond J. Varady, Elect. Install. (6)
Charles Bisignani, Elect. Bench Assy (6)
Serafino J. Lento, Elect. Bench Assy (6)
Robert Wesolowski, Prod. Deputy & Statn. Foreman (6)
Donald Welcome, Prod. Deputy & Statn. Foreman (6)
Vincent J. Weaver, Matl. Coord. (6)
Joseph Albanese, Indust. Eng. (6)
Robert Stringham, Elect. & Mech. ILS Supp. (6)
Paul Rosone, Mech. Sys. Prod. Supp. (6)
Alyce A. Hickey, Secretarial Serv. (6)
Robert Hayhurst, Final Assy. Insp. (6)
Stanley Orlasky, Final Assy. Insp. (6)
Daniel McKeown, ILS Elect. Eng. (7)
Charles J. Whitmore, Trans-Equip Maint. (7)
Joseph Cagnazzi, Traj/Nav. & Guid Anal. (7)
Arthur Sampson, FTT Systems (7)
Lewis Thornton, Structures (7)
James D. Lynch, Flt. Ops. Insp. (7)
Charles J. Skippon, Elect. Test (8)
Thomas J. Worthington, Elect. Test (8)
William Gravely, Mfg. Sched. (9)
Donald Cunnius, Mass. Prop. Anal & Cntl. (9)
Richard Burdish, Prog. Qual. Mgt. (9)
Emil Mastik, Q.C. Lab. (10)
Canute Passley, Maint-Facil. Equip & Gen. (11)
Tor Rydberg, Maint-Rearrangement (12)
Fred Rigolini, Maint-Rearrangement (12)
Patrick Williams, Maint-Rearrangement (12)
Karl Theobald, Maint. Indust. Control (12)
Charles Klubinski, Meas. Stds. (12)
Kenneth Simco, Meas. Stds. (12)
Robert Romanelli Jr., Meas. Stds. (12)
George Bolden, Meas. Stds. (12)
Gerald Whiting, Elect. Test (14)
James Edwards, Elect. Test (14)
John Bond, Maint-Facil Equip & Gen (14)
George Stuppiello, Reliability (14)
Stephen Rocamboli, Lab Mgmt & Tech. (14)
Richard MacMillan, Software Devel. (14)
Ming Li Chen, Software Devel. (14)
Ann Burnley, Distrib. Serv. (15)
Louis Ciavarelli, ILS Tech. Writ. (15)
Lemuel Cooper, ILS Tech. Writ. (15)
Daniel R. Jacobs, ILS Tech. Illus. (15)
Donald Trested, ILS Tech. Illus. (15)
John Daus, Plant Protection (18)
Clifton Jones, Trans-Ops (20)
Robert Duffy, Trans-Ops (20)
Gregory Stevens, Trans-Ops (20)
Wilfred Wilkinson, Trans-Equip Maint. (20)
Arthur Schwenker, Supply Asset Cntrl. (21)
James Krowl, PPO-E-2 (25)
Clarence Haynes, Info Rec. & Serv. (25)
Joseph Mulholland, Presentations Serv. (25)
Coningsby Burdon, Electro-Mech. Lines (25)
Aldo Arena, Controls & Mech. (25)
John Biercuk, Controls & Mech. (25)
Andrew Mendelsohn, Thermal Sys. (25)
Joseph Toth, Propulsion Sys. (25)
Victor Hanna, Struct. Anal. (25)
Peter Shyprykevich, Struct. Mech. (25)
William Woods, Sys. Cost/Perform Anal. (25)
Felix Cosentino, Reliability (25)
Henry Striegl, Commun. Nav. & I.F.F. (25)
Raymond Schubnel, Commun. Nav. & I.F.F. (25)
Steven Milano, Optic & Display Equip Des. (25)
Barry Kocka, Software Anal & Des. (25)
Samuel Dastin, Advanced Devel. (25)
Jill Lamoureux, Eng. Resources (25)
James Healy, Corp. Instr. Ground Test (25)
Richard Verderber, Program Contracts (25)
Robert Clark, Prog. Plnng. Cntrl & Budg. (25)
Edward Hanley, Program Manage E-2 (25)
Armando Salvi, Config. Data Mgmt. (25)
Patricia Tropea, Sub. Secretarial Prg. (28)
Louis A. Furino, Prod. Cntl- Parts Control (30)
Richard Davis, Prod. Cntl-Parts Control (30)
Caesar Colasuonno, Subsystems (30)
Joseph DeLaurentis, Matl. Shortage Cntl. (30)
Edward Carlson, Pricing & Anal. (30)
Robert Wilson, Prog. Procure-Trainer Sys. (30)
John R. Autio, Subcontractor Surveil. (30)
Elaine A. Merritt, Subcontractor Surveil. (30)
Ronald Patac, Process Eng. (30)
John Saggese, Supplier Plnng & Cntl. (30)
John Caputo, Invoice Audit (30)
Richard Konaszewski, Audit Liaison (30)
Cosmo J. Scura, Audit Liaison (30)
Clifford Barrett, Est. Resources (30)
George Grimes, Supplier Cntrl. (30)
Peter Neroni, Supplier Cntrl. (30)
James Herzel, ILS Training Sys. Eng. (31)
Robert Oakley, ILS Supply Ops Proj. Mgt. (32)
Louise M. Fischer, ILS Secretarial Serv. (35)
Alfred H. Choy, ILS Equip. Tech. Mgmt. (35)
Wilfred Miller, ILS Mech. Eng/Des. (35)
Milton Slade, ILS Mech, Eng/Des. (35)
Rocco Romeo, ILS Reqt. Def. (35)
Richard Andreano, ILS Elect. Eng. (35)
Joseph DiStefano, ILS RF/Controls (35)
Paul Orlovski, ILS Sys. Des. Eng. (35)
Harry T. Brondo, ILS Financial (35)
Carl Schoendorfer, Struct. Des. (35)
Theodore Balderes, Redundant Structures (35)
Murray Pittel, Loads & Criteria (35)
Alex Bernadski, Sys. & Cntrl. (35)
William Findlay, Specifications (35)
Dorothy Kappenberg, Secretarial Serv. (35)
Charles Schmidt, Des. Eng. Mgmt/Staff (35)
John Nelson, Q.C. Quality Eng. (35)
Michael Allegra, Prog. Quality Mgt. (35)
Norma Aschner, Ops. Qual. Mgmt & Admin. (35)
Salvatore Bonfante, Program Contracts (35)
Peter Pantelis, Instruct/Anal. (39)
James Campbell, Assy Method & Plnng. (40)
Russell Wilmot, Business Mgt. (40)
John Evans, Subcontractor Surveillance (40)
Charles Sohl, Mfg. Sched. (40)
Charles Holomshek, ILS Elect. Pack. (40)
Howard Solof, ILS Resource Entrl. (40)
John Caruso, ILS Sys. Tech. Proj. Mgt. (40)
Homer Spence, ILS Log Sys. Dev. F (40)
Howard Liebman, ILS Reqt. Def. (40)
Helmut Wimmer, ILS RF/Cntrls (40)
Donald Feay, ILS RF/Cntrls (40)
Lawrence Greenberg, ILS RF/Cntrls (40)
Arthur Fonseca, ILS RF/Cntrls (40)
Robert Nielsen, ILS Dig. Eng. (40)
John Welk, ILS Dig. Eng. (40)
Anthony Kowalski, ILS Training Sys. Eng. (40)
James Schwab, Performance (40)
Matthew Masiello, Performance (40)
John Barnes, Reliability (40)

(continued on page 7)

scorecard

All warmed up. *Pt. Mugu's Tomcat softball team just completed the first round of play in the Navy Intramural League with a respectable 6-4 record — and a fourth place residency out of 11 slots. Members of the team are (L to R) standing: James Backer, Gerald Whitaker, John Granger, Doug Pollard, George Bradford, Steve Young, Carl Butter, Roger Tully; kneeling: Robert Killian, Orvind Johnson, Leroy Kullman, Roy Rodriguez, Mark Farer, Al Crosley and John Sims. Not pictured: Dick Carlson, Steve Terrando and Jessie Echavarria.*

Pair of ones

Two Grummanites recently accomplished a feat that some professional golfers never experience. Frank Spinos and Gene Piwowar both shot hole-in-one's.

While on a trip to York, Pa., Frank decided to play a little golf at the Grand View Golf Club. When he teed off at the 10th hole, only he and the starter saw the ball soar off 182 yards and roll into the cup. The starter happily verified Frank's first hole-in-one.

Gene, who started playing golf in 1947, registered his first hole-in-one at the Westhampton Country Club. Using a three wood on the 180-yard seventh hole, Gene blasted the ball right into the cup, tearing a divot at the front center edge of the hole, and hitting the flag stick dead center. A shot like that was definitely worth waiting 33 years for.

Winning tee-off.

The defending champs of the L.I. Industrial Golf League kicked off the new season by blanking Republic, 8-0.

Grumman varsity members Jim Minsky and Bob Chalus took the first hole in their 11-hole match, went stroke for stroke with Republic the next six holes, then dropped the following hole to tie it up. But Chalus birdied the next two holes, and parred the final hole to win the match, 4-0.

In the Steven Lake-Perry DeMattia match, they parred the second hole to go ahead, held down a surge by Republic in the later holes, and kept the lead to win their match, 4-0.

First Pinehurst

On June 18, over 50 Grumman men and women navigated the yellow course at Bethpage State Park for the first 1980 Mixed Pinehurst Golf Tournament.

Taking top honors was the team of Ron Pond and Bella Cherry; they shot 40 for nine holes. Second place finishers were the teams of Don Waller-Yvonne Smith and Howard Dunn-Jeanie Olsen.

The next Pinehurst takes place on Wednesday, July 23. To register, call GAA, Ext. 2133.

PDC tourney

About 38 golfers recently played in the Product Development Center's first annual kicker's tournament on June 17 at the Pine Hill Country Club.

One of the highlights of the day was Dan Pierce's eagle on the 473-yard, par 5, eighth hole. Pierce also came in with low gross.

Low net was taken by Ray Sablynski with Sonny Romuno coming in second. Frank Elliot was nearest to the pin on the third hole.

Keglers wanted

Teams, consisting of two male and two female bowlers, are being formed for the Gold Mixed Bowling League. The new season starts in September on Wednesday evenings at 6:30 p.m. at the County Line Bowl in Farmingdale.

If you're interested in joining the Gold Mixed league, contact Gene Harms, Ext. 4229 or John Klaus, Ext. 115-6035.

Frisbees flying

Over 60 Grummanites spent their lunchtime on Friday, June 18, watching 24 contests compete in the second annual GAA Frisbee Contest.

In the distance throw, Jim Johnson took first place; Doug Hertford, second; and Ed Brennan, third. In the accuracy competition, Mike Avena finished first. Johnson and Rob Aitken tied for second, and Dave Kelly came in third.

milestones

(continued from page 6)

15

Frederick McCloskey, Des. Eng. Proj. Eng. (40)
Constantine Petrides, Prog. Plnng. Cntrl & Budg. (40)
Peter Ackermann, Config. Data Mgmt. (40)
Marlowe Walker, Config. Data Mgmt. (40)
Eric Kadel, Config. Data Mgmt. (40)
Raymond Caggiano, Config. Data Mgmt. (40)
Anthony Augenblick, Production (43)
John Datz, Mech. Detail & Finish (43)
Joseph Souhrada, Mech. Detail & Finish (43)
Henry C. Hosbach, Circuit Anal. (43)
Leonard Menz, Elect. Final Assy. (43)
Wayne Becker, Avionics Sys. Test (43)
Kenneth Trimble, Avionics Sys. Test (43)
Joseph Umstetter, Avionics Sys. Test (43)
David Mottoli, Ep. Circ. & Mod Fab. (43)
Ronald Alongi, Ep. Circ, & Mod Fab. (43)
William Elfast, Elect. Box Pan & Draw Fab. (43)
Joseph Salata, Elect. Box Pan & Draw Fab. (43)
Frank Lanzer Jr., Prod. Supv. (43)
Joseph Nofi Jr., Prod. Supv. (43)
Madeline L. Motley, Prod. Control (43)
Frank Bannwarth, Prod. Rel & Anal. (43)
Joseph Bevilacqua, Industrial Eng. (43)
Richard Halpin, Methods Eng. A/C (43)
Allen Golinsky, Program Mgt. (43)
Augustine Andrews, Manufact. Tech. (43)
John Iacobacci, QC Mgt. & Staff (43)
Leonard Ciccione, Elect Harn Fab. (44)
Ernest Tatje, Elect Harn Fab. (44)
Rocco Sisto, Elect Cable Fab. (44)
Richard Breiwitz, Prod. Supv. (44)
Rudy Dunkley, Receiving Insp. (44)
Edward Beihl, Machine Shop (56)
Garry Sines, Tech. Ops. (77)
Richard Tennyson, Facilities (77)
Harvey Turner, Tool Eng. (77)
Charles Engelschjon, Supp. Equip. Serv. (79)
Robert Preston, A/C Sys. Serv. (80)
John Mathews, GSFC-Mission Ops. (84)
James Pavlica, Fluid Pwr/Pyrotechnics (86)
Alan VanWeele, Struct. Test (86)
Thomas Mangle, Engineering (88)
Ralph Colao, Engineering (88)
Donald Barker, Field Admin. & Liaison (89)
Russell Doyle Jr., Flight Dev. Ops. (89)
Paul Gildone, Mfg. Offsite Support (94)
Richard Cronin, Logistics Serv. (95)
George Denue, Time Card Control (111)

obituaries

WALTER A. JUERGENSEN of Maint-Rearrangement, Pl. 3, died June 16 at the age of 36. He had been with the company since 1975 and resided at 1 Walnut Ave., Floral Park.

ARTHUR R. STURM of Maint-Facil. Equip. & Gen., Pl. 111, died June 16 at the age of 62. He had been with the company since 1954 and resided at 20 Garden Place, Merrick.

Personals

We wish to express our deep appreciation to all of Walter's friends and coworkers for their overwhelming concern, kindness and sympathy shown us during our recent loss. The Abramoske Family

To all my friends and associates, many thanks for your expressions of concern and your best wishes during my recent illness and hospitalization. Marianna M. Bond

I wish to thank all my co-workers and associates for their concern and best wishes on my recent operation. Joe Dudek

I wish to thank my friends and coworkers for their thoughtfulness and sympathy following the loss of my mother. Pierce McCarthy and Family

We would like to extend our gratitude to all for their thoughtfulness during the loss of my brother. Nick Maniscalco and Family

Need a ride?

CENTEREACH/LAKE GROVE: vic to plt 40, 7:48-4:18 shift. K. Riley, x3466

CENTRAL ISLIP: Interested in forming/joining an existing car pool to plt 2, 7-3:30. A. Schreyer, x2296/234-5377

E. PATCHOGUE/PATCHOGUE: Bellport, Blue Pt areas to plt 40 & 9 (Melville), 7:48 start time, interested parties to form van pool. Bontempi, plt 115, x3398

E. QUOGUE: or vic, to Melville plt 9 or 40, join or form car pool, 7:30-4. A. Zurowski, x8444/728-1120

HAMPTON BAYS/MORICHES: vic to Bethpage, join car pool or share ride, 7:30 or 8 am shifts. P. Muzio, x2950

MILLER PLACE: to plt 5, Bethpage, 8:00-4:30 shift, (2) additional riders wanted. S. Hohmann x3466

NESCONSET/COMMACK/E. NORTHPORT: Van pool to Bethpage, 8 am shift, $55/20 days. R. Wellner, x9596/6432

STRATHMORE/LAKE GROVE/S. SETAUKET: Rte 347 to plt 35, 8-4:30. H. Glickman, x8361/588-0835

Way it was

Kindness and clout saved a boy's life

During the Forties, the Grumman War Production Corps did more than supply the boys overseas with the best fighters in the skies. Their spare time was filled with volunteer work . . . from blood drives to bond sign-ups to cigarette and care package shipments to entertaining the wounded in local hospitals. These unselfish acts touched thousands of GIs, but on one occasion in 1945, their actions paid back handsomely for a little boy named Jimmy who's dad was the head timekeeper in Plant 1. Here's how PLANE NEWS reported the event on March 8, 1945.

Then and now. *Jimmy Brady and his mother were all smiles in 1945 when the worst of his illness was over. Photo at right shows Jim today at Grumman's Stuart Operations in Florida.*

Little Jimmy Brady is back in school today, a healthy, happy youngster without a care in the world. Gone completely is every trace of lobar pneumonia which a few short weeks ago had him confined to a hospital feverish and gasping for the very breath of life. Jimmy, a normal 6½ year-old that he is, has probably forgotten all about that bitter experience but his dad, Frank X. Brady, and his mother will never forget. And they'll never cease to appreciate that Grumman's "pull" with servicemen's hospitals saved their son's life.

When their son came down with pneumonia, Frank and his family doctor phoned every civilian hospital in the Long Island area in a vain effort to locate a supply of the only drug that could save him. The search went on for hours, with Jimmy sinking rapidly. They learned that the nearest source was Chicago, and that it would take 35 hours to get it to Jimmy. That would be too late.

Desperate hour

Finally in desperation the distraught father took his problem to "Jake" Swirbul. Jake listened only long enough to get the facts and then dispatched half a dozen persons to get nearby servicemen's hospitals on the phone.

Flight test

Lee Sherbourne of Hank Kurt's office [Amphibian Programs] was first to make contact. After a few seconds, he signalled the others to hang up. The search was over.

"As soon as I identified myself as representing Grumman," Sherbourne later explained, "the captain on the other end of the wire said, 'Sure we'll be glad to help you out. We'll send two containers over right away.' The name 'Grumman' seemed to be magic."

It was revealed later that the Grumman Follies [scores of Grumman volunteers who sang, danced and played music] had put on a bang-up show at this very hospital a few nights earlier and this same captain had been present in the audience. He needed no introduction to Grumman.

Next, Ed Mulcahey of the auto emergency service was notified and a Grumman car was sent on its way to the hospital. Two hours later, Jimmy had had his first shot of the drug and was already showing signs of improvement.

Twelve years later the same Jimmy Brady graduated from Hicksville High School and became a riveter in Plant 2. After an assortment of production jobs, Jim moved into planning and scheduling. When the company announced plans to move the OV-1 Mohawk program to Stuart, Florida, one of his old bosses asked him to go. So, in 1969, Jim and his family moved south. Today, he is head of the Engineering Drawing and Supply Department, handling all the drawings for Stuart's versatile programs from the Mohawk to the new Boeing 767 job.

Though he doesn't recall those three months in the hospital back in 1945, Jim does remember people coming into his room to take his picture and present him with a Wildcat model and poster. "As a parent, I can understand how happy and grateful my parents were to Grumman," says Jim. "It's hard to imagine that 35 years ago, average citizens couldn't get their hands on that drug."

What was that magical cure?
Pencillin.

Editor's note: Ed Mulcahey Sr., the driver of the now famous "Little Green Truck," retired 18 years ago. He's now 84 years old and living in St. James, Long Island. Jim Brady's father passed away six years ago at the age of 72; his mother, 78, is living with Jim's family in Florida. Hank Kurt, who was heavily involved in developing Grumman amphibians, retired in 1969 and is now residing in Brookville, Maine. As with many people who came to work at Grumman during the war years, Lee Sherbourne left after the war; his whereabout is unknown. Jake Swirbul was the company president from 1946 until his death in 1960.

We're listening

If you have any interesting anecdotes or stories about Grumman people at work during the past 50 years, we'd like to hear from you.

Just jot down on a piece of paper your story and mail it to: Grumman PLANE NEWS, B45-05, Grumman Aerospace, Bethpage, N.Y. 11714.

GRUMMAN plane news

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